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CENTRAL INTELLIGENCE AGENCY

SECURITY INFORMATION INFORMATION REPORT

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SUBJECT Sudo Remont Shipyard in Tallinn

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1. A shipyard with the designation Sudo Remont is located on the eastern outskirts of the city of Tallinn (59°N/24°45'E) in the southeastern section of the old harbor. It is an old yard which was taken over by the Soviet Navy and declared a state-owned plant in 1945. All key positions of the yard were held by Soviet Navy officers. The operating engineers were Soviet Navy engineers and only some of the master mechanics were still Estonians who, however, were gradually replaced by Soviets.
2. At the close of the war, the shipyard was captured by the Soviets intact. A mechanical workshop was allegedly erected by the Germans during the war and completed in 1942. No new buildings were erected nor was expansion work done after the war. Estonian workmen said that the shipyard would expand southward, but no details were available. The shipyard was equipped exclusively for repairing ships and marine engines. (1)
3. The shipyard is located at the north and west side of the harbor basin and is accessible from the old harbor through a canal which is about 160 meters long and 100 meters wide. The area of the shipyard is about 550x250 meters. At the western side is a hand operated marine railway by means of which small craft can be hauled ashore for wintering or repairs.
4. The workshops, all of which are stone buildings, extend along the north side and west side of the building basin of the harbor. The mechanical workshop, a three-story workshop building, about 100x20x12 meters, is equipped with about 40 to 50 machine tools of different origin and is the most important building there. The boiler shop is equipped with about eight welding apparatus and ship-building machines, a foundry with an electric furnace, and a Diesel-engine workshop. All sections of this building are equipped with appropriate machine tools. About 50 or 60 American Packard Diesel engines of 1,500 HP each, are in a store shed. They are kept there as replacement engines and are wartime products. An administration building, a joinery, a compressor station and an electric workshop also belong to the yard.
5. Electric current is obtained from the nearby power station. The shipyard itself had only a transformer station. An emergency set of 180 KVA driven by a onetime submarine Diesel engine was completed in late 1948.

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6. The shipyard is connected with the Tallinn railroad station by a spur track, and there is also trolleybus connection with the city. The labor force comprised about 600 to 700 including about 50 percent Soviet draftees, about 20 to 30 percent German P's and 20 percent Estonians. The percentage of women was between 3 and 10 percent. Work was done in two shifts, occasionally in three shifts.
7. Repairs to hulls and engine parts were done on coast guard vessels, large minesweepers, other small warships and merchant ships. Most of the repairs were to propellers which, beginning 1950, were also manufactured in the shipyard. Repairs to hulls included sheet iron work and maintenance work on wooden boats. Usually 3 or 4 minesweepers and 5 or 6 coast guard vessels were in the yard.
8. The docking facilities of the shipyard were on a small island in the old harbor. A shipbuilding shop, about 150 meters long, belonged to this section of the shipyard. Part of the work was done in the workshops at the construction harbor basin. Two of the four dry docks available there were obsolete Soviet docks; the third one was an Estonian dock, and the fourth a comparatively large floating dock. (3)
9. The shipyard was surrounded by a high wooden fence and guarded by watchmen or navy personnel. Permits were carefully checked at the gates.

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Comments.

- (1) The shipyard has always been a repair yard which had a good reputation with merchant shipping circles for good work, especially by its boiler shop. Now it is a naval establishment for the repair and maintenance of naval units stationed in Tallinn and probably cooperates with the Morskoi-Zavod Shipyard. 50X1-HUM

- (3) Prior to 1939, the docking section had four floating docks. Statements mentioning dry docks are believed to be erroneous inasmuch as docks of this kind cannot be built on so small an island. According to observations made in May 1950, the old dock was replaced by two new floating docks each with dimensions of 120x38 meters. These docks were undoubtedly transferred from the Soviet Zone of Germany. They can accommodate ships up to about 3,000 tons. The labor force of the dry dock section comprised 930 persons working in three shifts.

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